HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350
Voice/Relay

Valdis Lazdins, Director FAX 410-313-3467

January 11, 2018

TECHNICAL STAFF REPORT

Planning Board Meeting of January 25, 2018

Case No./Petitioner: **ZB-1116M – Elm Street Development**

Location: First Election District
South side of US 1 approximately 500 feet southwest of Loudon Avenue;
Tax Map 38, Grid 13, Parcels 279, 352, and 847;
6725, 6767 and 6785 Washington Boulevard (the "Property").

Area of Site: 34.97 acres

Current Zoning: R-12, CAC-CLI, and B-1

Proposed Zoning: CEF-R, for a residential development with 127 townhouses and 281 apartments.

Vicinity-Zoning Map:
Robert's Property/Elm Street Development

NORTH

NOT TO SCALE

I. DESCRIPTION OF PROPOSAL

The Petitioner proposes to rezone the Property from CAC-CLI (Corridor Activity Center – Continuing Light Industrial), B-1 (Business: Local), and R-12 (Residential: Single) to CEF-R (Community Enhancement Floating – Residential) for a 408-unit residential development consisting of 281 multi-family dwellings and 127 townhouses.

Development Concept Plan

The CEF District requires a Development Concept Plan (DCP) that shows the proposed uses, environmental features, and site layout. The DCP includes 281 multi-family dwellings within three and four story buildings in the western area of the Property, and 127 townhouses within 24 two and three story buildings in the eastern area. The Deep Run tributary traverses the southwest portion of the property separating the two multi-family buildings from the rest of the development.

A community clubhouse and pool are in the northwest area of the site between several multi-family buildings. Approximately 13.5 acres of open space is proposed in the development.

Two public streets provide access into the site from Washington Boulevard (Route 1). One will be aligned with the signalized Ducketts Lane intersection, and the other will be approximately 380 feet to the west of that intersection. The remaining internal streets will be private.

Parking

The total parking requirement is 965 parking spaces and 978 parking spaces will be provided. The standard parking requirements for the multi-family dwelling units is 2.0 spaces per dwelling unit [562 spaces] and 0.3 spaces per dwelling unit for guest parking [85 spaces], for a total of 647 required spaces. The Petitioner proposes 1.77 spaces per multi-family dwelling unit [498 spaces]. Twelve of these spaces will be in two, 6-car garage buildings, and the remainder will be on-street and surface lot parking.

The standard parking requirements for townhouse units is 2.0 spaces per dwelling unit [254 spaces] and 0.5 spaces per dwelling unit for guest parking [64 spaces], for a total of 318 required spaces. The Petitioner will provide 480 parking spaces, consisting of 208 garage spaces, 208 driveway spaces, 64 street and surface parking spaces.

Community Enhancements

The Petition lists the following community enhancements:

- "Maryland Department of Environments Voluntary Cleanup Program - Remediation (to residential improvement standards) of the recognized environmental conditions on the Property under the oversight of the Maryland Department of the Environment, thus, providing safe future conditions for the surrounding environment and its residents.
- Removal of all debris and salvage materials located throughout the Property.
- Removal and restriction of all auto salvage and repair uses from the site and permit only uses allowed in the residential zoning districts.
- Removal and restriction of all outdoor storage uses from the site.

- Public pedestrian park with sidewalks, traffic improvements, public open space areas and seating along Route 1, as well as walking paths and pedestrian connections to surrounding properties when not constrained by natural barriers.
- Improvement to real estate values of the surrounding community through the beautification of the Route 1 corridor by removing incompatible uses and developing mixed residential with extensive frontage landscaping.
- Stream bank improvements to remediate and protect against further erosion of banks and under significant trees."

II. ZONING HISTORY OF PROPERTY

The 1961 Zoning Map depicts the Property as M-1 (Industrial: Light) within 300 feet from Route 1, and the remainder as M-2 (Industrial: Heavy). As shown on the 1971 Zoning Map, the Property was also zoned M-1 along Route 1, but the remainder was R-12. DPZ was unable to confirm when this zoning change occurred, but it may have been with ZB 354 in 1963, a "mini" comprehensive zoning case for approximately 3,000 acres in different areas of the county.

This M-1/R-12 zoning of the Property remained in the 1977, 1985 and 1993 Comprehensive Zoning Plans. In the 2004 Comprehensive Zoning Plan, Parcel 352 of the Property remained R-12, Parcel 279 was rezoned to B-1, except for an area at the southwest corner, which was rezoned CAC-CLI, and Parcel 847 was zoned B-1. The 2013 Comprehensive Zoning Plan retained the R-12 zoning for Parcel 352, changed the zoning of Parcels 279 and 847 to CAC-CLI, and retained the B-1 zoning of the narrow portion of land that is generally south of Parcel 847.

III. BACKGROUND INFORMATION

A. Site Description

The site consists of three parcels totaling approximately 34.9 acres located on the south side of Route 1, southwest of the Ducketts Lane intersection; Parcel 279 (zoned CAC-CLI), Parcel 352 (zoned R-12 with a small area of CAC-CLI), Parcel 847 (zoned CAC-CLI), and a B-1-zoned property with no parcel number that separates all three parcels. A contractor's storage yard/junkyard and associated buildings are located on the northern area of the Property.

Woods comprise most of Parcel 352 and the southern half of Parcel 279 and a single-family detached dwelling is in the southeast area of the Property. A tributary stream of Deep Run and a large floodplain area cross through the southwestern area. The highest elevation is approximately 180 feet along Route 1 and topography descends to elevation 100 feet near a second stream along the east property line.

B. Vicinal Properties

Direction	Zoning	Land Use
North	R-A-15 M-1	Multifamily Industrial/Warehouse
East	R-12	Harwood Park Single-Family Attached and Detached
South	R-12	Harwood Park Single-Family Attached and Detached
West	CAC-CLI	Multifamily and Industrial/Warehouse

C. Roads

Route 1/Washington Boulevard is an Intermediate Arterial roadway with a 45 mile per hour speed limit. It has two south-bound lanes and two north-bound lanes, except at the Ducketts Lane where there is an additional left and right turn lane. There is approximately 67 feet of paving within a variable width right-of-way, which widens at the Ducketts lane right-of-way.

The estimated sight distance from the proposed driveway entrance is approximately 870 feet to an elevation drop to the southwest, and is greater than 1,200 feet to the northeast. However, precise sight distance measurements can only be determined by a detailed sight distance analysis.

According to State Highway Administration data, the traffic volume on Route 1 between MD 100 and Hunt Club Road was 36,590 AADT (Annual Average Daily Traffic) in 2016.

D. Water and Sewer Service

The Property is in the Metropolitan District and the Planned Service Area.

The proposed development will be served by public water and sewer.

E. General Plan

The Property is designated as a Growth and Revitalization place type on the *PlanHoward 2030* maps.

Route 1/Washington Boulevard is an Intermediate Arterial.

F. Agency Comments

Agency comments are attached.

IV. EVALUATIONS AND CONCLUSIONS

A. Evaluation of petition according to Section 120.0.I of the Zoning Regulations (Criteria for a CEF District):

1. *The proposed CEF District is located within the planned service area for both public water and sewer service.*

   The Property is located within the Planned Service Area for public water and sewer.

2. *A proposed CEF-C District shall have frontage on and access to an arterial or major collector road. A proposed CEF-R or CEF-M District shall have frontage on and access to an arterial or collector roadway, or a local road if access to the local road is safe based on road conditions and accident history and the local road is not internal to a residential development.*

   The proposed CEF-R District fronts/accesses Route 1/Washington Boulevard, an Intermediate Arterial.

3. *For all properties, the minimum development size for any CEF District shall be five acres.*

   The Property is 34.97 acres.

4. *The proposed CEF District is not located in an existing M-2, TOD, NT, MXD, or PGCC District.*

   The Property is zoned R-12, CAC-CLI, and B-1.

5. *A proposed CEF-R District is not located in an existing non-residential zoning district unless the proposed CEF-R District adjoins a residential zoning district.*

   The CAC-CLI and B-1 zoned portions of the Property are nonresidential zoning districts. Parcel 352 of the Property is zoned residential (R-12), however, the proposed CEF-R District adjoins an R-12 district to east and south and a portion of the residential area of the Belmont Station CAC development to the east. Therefore, the proposed CEF-R district complies with this criterion.

6. *The proposed CEF District is not permitted within the interior of a neighborhood comprising only single-family detached dwellings.*

   The Property is located on Route 1/Washington Boulevard, an Intermediate Arterial, and is not within the interior of a single-family detached neighborhood.

7. *A CEF development at the proposed location shall be compatible with surrounding residential neighborhoods, existing land uses in the vicinity of the site in terms of providing a transitional use between different zoning districts and/or land uses and the scale, height, mass, and architectural detail of proposed structures.*

   The proposed DCP depicts multi-family buildings on the west side of the development, and townhomes on the east. This configuration is compatible with the neighboring CAC residential development to the west, Belmont Station, which consists of both multi-family and single-family attached residences. To the east, the Harwood Park neighborhood consists mainly of two story single-family detached and attached dwellings. The proposed townhomes range from two to three stories and most are oriented perpendicular to the adjacent homes to reduce visual impact of the building mass. Additionally, a wide buffer is proposed between the proposed development and Harwood Park to screen the proposed buildings.

   The two multi-family buildings in the southwest corner are relatively close to existing single-family detached dwellings in the adjoining Harwood Park neighborhood. To screen the buildings from adjacent single-family residences, the Petition proposes a 30-foot setback, landscaping, and a six-foot privacy fence at the top of a retaining wall.

   The Design Advisory Panel (DAP) reviewed the proposal on November 1, 2017, and offered favorable comments on the site design, acknowledging the existing topographical and environmental constraints. The DAP was not able to provide comments on the townhome designs, since they were conceptual. However, they recommended masonry be used on townhouse facades visible from Route 1. The building elevations show a mixture

of masonry and wood siding. Additionally, the DAP recommended redesigning the large apartment parking to lot to reduce its apparent scale. The Petitioner addressed this by reconfiguring the lot and adding heavy landscaping.

8. *The proposed CEF development shall include enhancements as provided in Section 121.0.G. The enhancements shall be proportionate to the scale of the CEF development. The standard in that section is that the CEF development must contain one or more design features or enhancements which are beneficial to the community as delineated in accordance with Section 121.0.J.2.A and that exceed minimum standards required by County regulations, excluding bulk regulations. Such features or enhancements must be proportionate to the increase in development intensity and impacts associated with the CEF rezoning compared to the previously existing zoning.*

The Petitioner proposes the following community enhancements:

- "Maryland Department of Environments Voluntary Cleanup Program - Remediation (to residential improvement standards) of the recognized environmental conditions on the Property under the oversight of the Maryland Department of the Environment, thus, providing safe future conditions for the surrounding environment and its residents.
- Removal of all debris and salvage materials located throughout the Property.
- Removing and restricting all auto salvage and repair uses from the site and permitting only uses allowed in the residential zoning districts.
- Removing and restricting all outdoor storage uses from the site.
- Public pedestrian park with sidewalks, traffic improvements, public open space areas and seating along Route 1, as well as walking paths and pedestrian connections to surrounding properties when not constrained by natural barriers.
- Improvement to real estate values of the surrounding community through the beautification of the Route 1 corridor by removing incompatible uses and developing mixed residential with extensive frontage landscaping.
- Stream bank improvements to remediate and protect against further erosion of banks and under significant trees.

Section 121.0.G of the HCZR requires one of the following enhancements:

1. Community parks or gathering spaces, playgrounds, dog parks, or recreation facilities that are open to the general public;
2. Enhanced environmental open space which incorporates environmental restoration of streams, wetlands or forests, or enhanced landscaping;
3. Bicycle, pedestrian or transit improvements which provide connections to off-site destinations or bicycle, pedestrian or transit facilities; or
4. Other community enhancements identified on the Development Concept Plan.

The remediation and enhancement of the stream banks/environmental features, public open space along Route 1, and overall site clean-up comply with options 1, 2, 3, and 4 in Sec. 121.0.G. All enhancements exceed minimum standards required by County regulations. Additionally, the Department of Recreation and Parks and Office of

Transportation recommended additional enhancements/improvements, which are listed in the attached agency comments.

9. *The proposed CEF District shall meet the criteria of the purpose statement.*

The CEF District is intended to:

a. *Allow greater design flexibility and a broader range of development alternatives than the existing zoning district.*

The Property is currently divided into three zoning districts (R-12, B-1, and CAC-CLI). These districts differ significantly in permitted land uses and bulk regulations, which hinders cohesive redevelopment of the Property. The CAC-CLI area allows multi-family dwelling units, while the R-12 area only allows single-family detached lots. Additionally, the B-1-zoned area of the Property is unlikely to be developed as commercial due to the odd shape and narrow width. Furthermore, the Property is constrained with steep slopes, streams, and environmental features that cross zoning district boundary lines. The CEF proposal will permit a unified development under a single zoning district and allow flexibility to comprehensively remediate environmental features.

b. *Provide features and enhancements which are beneficial to the community in accordance with Section 121.0.G.*

See response to #8 above

c. *Provide a higher quality of site design and amenities than is possible to achieve under the standard provisions of existing zoning district requirements.*

Consolidating three separately zoned properties into a unified development allows for improved vehicular access and circulation, more efficient preservation/remediation of environmental features, and maximizes the amount of open space on the site. The B-1-zoned area is unlikely to be developed as commercial and separates a portion of the CAC-CLI-zoned areas, which reduces the potential for a well-designed development. A single-family detached development in the R-12-zoned area would be difficult to access and would be constrained for open space. The DCP proposes a well-designed residential community, which conforms to the relatively unusual shape of the Property.

d. *Encourage creative architectural design with the most favorable arrangement of site features, based on physical site characteristics and contextual sensitivity to surrounding developments.*

The adjoining properties to the north and west are developed predominantly with multi-family dwellings and industrial/warehouse uses. The concept plan depicts multi-family buildings in the west and north portions of the Property.

The adjoining properties to the south and east are predominantly single-family attached and detached dwellings. The DCP proposes four and five-unit townhouse buildings in the east and south portions of the site. These townhomes

will serve as a transition between the single-family attached and detached dwellings in Harwood Park and the multi-family buildings on the Property. Additionally, a proposed 100-foot-wide open space area will separate the development from the Harwood Park single-family detached and attached neighborhood to the east. The buildings consist of masonry/siding materials, pitched roofs, and appropriate fenestration, to blend with the adjacent residential developments.

The site is constrained by steep slopes, two stream tributaries, floodplain, and wetlands. The development has been designed to limit the impact on these areas. Additionally, the Petitioner conducted an environmental assessment and determined that remediation of the site will be required.

The DAP commended the Petitioner's effort to redevelop the site and commented that the project seems consistent with the objectives of the CEF zone. However, the DAP suggested changes to the internal streets, relocation of the amenity/green space from Route 1, and re-designing the large multi-family parking lot. The Petitioner attempted to accommodate the recommendations but was unable to reconfigure the internal street network due to topography and environmental features. A tot lot was added in the northeast corner, but the amenity space along Route 1 was not relocated, since it is a community enhancement and must be open to the public. The large parking lot was reconfigured and heavily landscaped to reduce apparent scale.

e. *Serve as a transitional area by providing a mix of uses compatible with the surrounding community or developments.*

The Property is located between multifamily and industrial/warehousing uses on the north/west and single-family attached and detached dwellings to the south/east. The proposed townhouse and multifamily development will serve as transition between these uses and provide a mix of uses that are compatible with adjacent developments.

f. *Encourage aggregation of underutilized properties.*

The proposal will consolidate three parcels that contain a large contractor's storage yard/junkyard and significant environmental features in need of remediation. The proposed development is consistent with the Route 1 Manual's purpose to improve the visual appearance of the corridor's streetscape, enhance the appearance and value of developments in the Route 1 corridor, and achieve better land use and function by using land more intensively and efficiently.

10. *The proposed CEF Development does not comprise parcels which were added to the Planned Service Area to achieve Bay Restoration goals articulated in PlanHoward 2030.*

The parcels were not added to the Planned Service Area to achieve Bay Restoration goals articulated in PlanHoward 2030.

B. Evaluation of the Petition Concerning the General Plan

The proposed development is in harmony with following policies, which encourage well designed, compact development in designated growth areas, such as Route 1, and that provide housing options for residents at diverse income levels and life stages:

The Property is within a Growth and Revitalization Area, as designated in the PlanHoward 2030 General Plan. Page 74 of that plan describes such areas as *"...areas where current policies, zoning and other regulations, as well as policies suggested in PlanHoward 2030, seek to focus most future County growth."*

Opportunities Implementation Action of Policy 6.5 *"Designate appropriate additional areas within the County's Priority Funding Area for well-designed, compact development in order to accommodate future job and housing growth".*

The Designated Place Types Map shows the Property located within the Priority Funding Area and PSA for water and sewer.

Policy 5.5

"Proactively consider innovative tools to enhance the Route 1 Corridor's competitiveness, attract and retain businesses, and maximize redevelopment opportunities."

Land Assembly Implementing Action.

"Encourage land assembly to prevent piecemeal redevelopment and facilitate projects that are integral to the County's long-term development strategy."

Policy 9.2

Expand full spectrum housing for residents at diverse income levels and life stages, and for individuals with disabilities, by encouraging high quality, mixed income, multigenerational, well designed, and sustainable communities."

C. Fiscal Note

If the CEF Development Concept Plan proposes the conversion of non-residentially zoned land to residential uses, the Technical Staff Report shall also include a fiscal note that evaluates the impact of the proposal on County tax revenues, as well as estimates of the future expenses to the county for providing public facilities and services for the residential uses.

The Development Concept Plan proposes the conversion of CAC-CLI and B-1 zoned land to residential uses, therefore a fiscal note is required. The Petitioner provided a fiscal impact analysis conducted by Revellopment, Inc. However, the analysis does not represent a comprehensive fiscal impact statement and only provides a summary of estimated revenues, mainly property tax revenues and a few others, that would be generated from the project. A proper fiscal impact analysis determines the net fiscal impact—General Fund revenues minus General Fund operating and capital costs. This includes a complete assessment of county operating costs, capital costs, and other revenues such as income taxes. Furthermore, the analysis

seems to analyze what could be built under the existing CAC zoning and not the 127 townhomes and 281 apartments proposed on the Development Concept Plan.

DPZ recommends that the Petitioner hire a professional economic/fiscal consultant to prepare a proper fiscal assessment and submit to the Zoning Board prior to the public hearing.

D. Moderate Income Housing Units

The CEF petition shall comply with the Moderate-Income Housing Unit requirements that were in effect for the zoning district for the property immediately before the CEF District was established on the property. If there were no Moderate-Income Housing Unit requirements for the previous zoning district, a minimum of 10% of the total number of dwelling units shall be Moderate Income Housing Units.

The Moderate-Income Housing Unit (MIHU) requirement in the CAC District is 15% and 10% in the R-12 District. There is no requirement in the B-1 District. The development will contain 62 MIHUs or 15% of the 408 proposed dwelling units.

V. RECOMMENDATION

For the reasons noted above, the Department of Planning and Zoning recommends that that the request to rezone the Property from R-12, CAC-CLI and B-1 to CEF-R, with the development as depicted on the CSP submitted on December 11, 2017, be **APPROVED** with the following conditions:

1. The Site Development Plan shall comply with the Design Advisory Panel's recommendations as determined by the Director of Planning and Zoning.

2. Improvements/enhancements requested by the Department of Recreation and Parks and Office of Transportation shall be included to the extent possible.

Approved by: Valdis Lazdins, Director 1-11-18 Date

NOTE: The file on this case is available for review at the Public Service Counter by appointment in the Department of Planning and Zoning.

DAP Motions for Recommendations
DAP Vice Chair Bob Gorman made the following motion:

1. Review the location of internal streets and drives and site access and consider how best to distribute density relative to the access. Seconded by DAP Chair Don Taylor.

   Vote: 4-0 to approve

   DAP member Fred Marino made the following motion:

2. Re-evaluate the locations of amenity and green spaces relative to motion number one to enhance these spaces. Seconded by DAP member Julie Wilson.

   Vote: 4-0 to approve

   DAP member Julie Wilson made the following motion:

3. Re-design the large apartment parking lot to reduce its apparent scale. Seconded by DAP member Fred Marino.

   Vote: 4-0 to approve

   DAP Chair Don Taylor made the following motion:

4. Enhance the visual termini of all project streets to improve aesthetics. Seconded by DAP Vice Chair Bob Gorman.

   Vote: 4-0 to approve

   DAP Member Fred Marino made the following motion:

5. Reflect *Route 1 Manual* requirements for landscape, lighting, and streetscape amenities in the design of the project. Seconded by DAP member Julie Wilson.

   Vote: 4-0 to approve

4. Other Business and Informational Items
The DAP will meet on November 15th. Staff also anticipates projects for review on December 6th and December 20th.

5. Call to Adjourn
DAP Chair Don Taylor adjourned the meeting at 8:16 p.m.

Roberts Property, Elkridge, MD
Design Advisory Panel
2017-11-01 Review (17-13)

OK W 11-22-17

Ref #	Design Advisory Panel Recommendation	Response by Applicant 2017-11-22	DPZ Director's Endorsement
1.	Review the location of internal streets and drives and site access and consider how best to distribute density relative to the access. Vote: 4-0 (approved)	We have reviewed the location of internal streets and drives. Our biggest considerations are how to provide access through the site while stepping down the grades from Route 1 and how to properly distributing parking of the apartment buildings, as well as town home guest parking, so that residents/visitors can park close to their destinations. No modifications to the road layout are proposed due to these factors.	☑ Accept DAP Recommendation ☑ Accept Applicant Response
2.	Re-evaluate the locations of amenity and green spaces relative to motion number one to enhance these spaces. Vote: 4-0 (approved)	Additional details of the amenities and green spaces will be provided with the formal CEF submission. The pedestrian park is proposed at the front of the community in order for it to be available to the general public. We will be providing sound attenuation for this area so that it is a welcoming area for use by the entire public. Additional play structures/amenities will be proposed throughout the community on the CEF Development Concept Plan submission.	☑ Accept DAP Recommendation ☑ Accept Applicant Response
3.	Re-design the large apartment parking lot to reduce its apparent scale. Vote: 4-0 (approved)	We are evaluating adjustments to the parking area and building placements. These adjustments will be reflected on the CEF Development Concept Plan submission.	☑ Accept DAP Recommendation ☑ Accept Applicant Response
4.	Enhance the visual termini of all project streets to improve aesthetics. Vote: 4-0 (approved)	We appreciate the idea of enhancing the terminus of our streets. Enhancements, however, are not just building facades but also existing and proposed landscaping, forests and green space. One of the main attractions of this site is the stream and forested buffer areas. Our main entrance terminates into a view of this area. Additional landscaping will be provided at other ends of streets.	☑ Accept DAP Recommendation ☑ Accept Applicant Response

5.	Reflect *Route 1 Manual* requirements for landscape, lighting, and streetscape amenities in the design of the project. Vote: 4-0 (approved)	We accept that we have to provide Route 1 Manual requirements for our project. These requirements will be addressed at the appropriate plan stages.	☑ Accept DAP Recommendation ☑ Accept Applicant Response

REVELLOPMENT INC.

January 7, 2018

Mr. Jason Van Kirk
Elm Street Development
5074 Dorsey Hall Drive
Suite 205
Ellicott City, MD 21042

Dear Mr. Van Kirk,

This letter summarizes the impact of your firm's CEF proposal for the Roberts properties on County tax revenues.

Commercial Space County Tax Revenue

Given the proposed 15% MIHU and excluding residential units that are located on R-12 zoned land, the commercial space requirement would amount to 20,230 square feet;

Total Units	408
Minus R-12	-68
Net Units	340
X 85% (MIHU)	289
X 70 square feet	20,230

B-1 retail uses- such as a neighborhood shopping center -could be appropriate at this location. The location, however, offers extremely poor access with only one full movement intersection on the far north corner of the property. In addition, other small footprint retail associated with CAC development has trailed the residential development by years or has not occurred at all. Within the Route 1 Corridor North of Route 32, there are two B-1 neighborhood shopping centers that are valid comparables. The first is located at 6501 Huntshire Drive and Meadowridge Road. SDAT notes that the improvements are 16,820 square feet and the total base assessed value is $1,757,400. The second comparable property is 7916 Dorsey Run Road located at the intersection of Route 175 and Dorsey Run Road. SDAT notes the improvements are 17,090 square feet and the base assessed value is $1,921,700. Averaging the square foot values of these comparables and applying it to the 20,230 square feet of Commercial (from above) produces an assessment value of the Commercial property as $2,194,146.

7017 Meandering Stream Way • Fulton, MD 20759 • Phone 301-317-4058 • Fax 301-317-4059

Property Address	Sq. Ft.	Base Assessment	$/Sq. Ft.
6501 Huntshire Drive	16820	$1,757,400	$104.48
7916 Dorsey Run Road	17090	$1,921,700	$112.45
		Average	$108.46
		Roberts Square Feet	20,230
		Roberts Commercial Value	$2,194,146

The annual County tax revenue from these improvements would be $1.27 per $100 of assessed value ($1.014 County Tax, $.1760 Fire Tax, $.08 Ad valorem). Based on the $2,194,146 assessment from above, the County tax revenues would be $27,866 per year.

Single Family Attached Tax Revenue

The 30 townhomes that otherwise would occupy the approximately 2 acres of land area have an estimated current value of $406,829 per unit. This value is the result of an average of the median sales prices for new construction townhome settlements in nearby Route 1 Corridor townhouse communities since January 2017. That average, after factoring the 8% cost of sales assumed by SDAT, and multiplied by the 30 single family attached units results in County tax revenue of $142,602.

$420,476	Morris Place
$439,631	Elkridge Crossing
$392,345	Dorset Gardens
$374,865	Howard Square PH 8 & 9
$406,829	Average
$374,283	x 92% assessment
$11,228,487	Total Value
$142,602	County Tax Revenue

The Commercial use would generate additional sales tax revenue- some of which could be returned to Howard County by the State. The 30 townhouse units would generate state and local income tax revenue. Assuming an average price of $406,829 for a new construction townhome at this location, 28% of gross household revenue for housing related debt service, 20% down payment and a 4.5% , 30 year mortgage and a 3.2% income tax the 30 townhomes will generate another $56,489 of County Tax revenue.

$406,829	Purchase Price
$325,463	Mortgage
$2,045	PITI
28%	Max housing %
$87,643	Annual HH Revenue
-19200	Mortgage interest deduction
-9600	3 exemptions @ $3200
$58,843	Net taxable income
$1,883	x 3.2%
$56,489	x 30 units

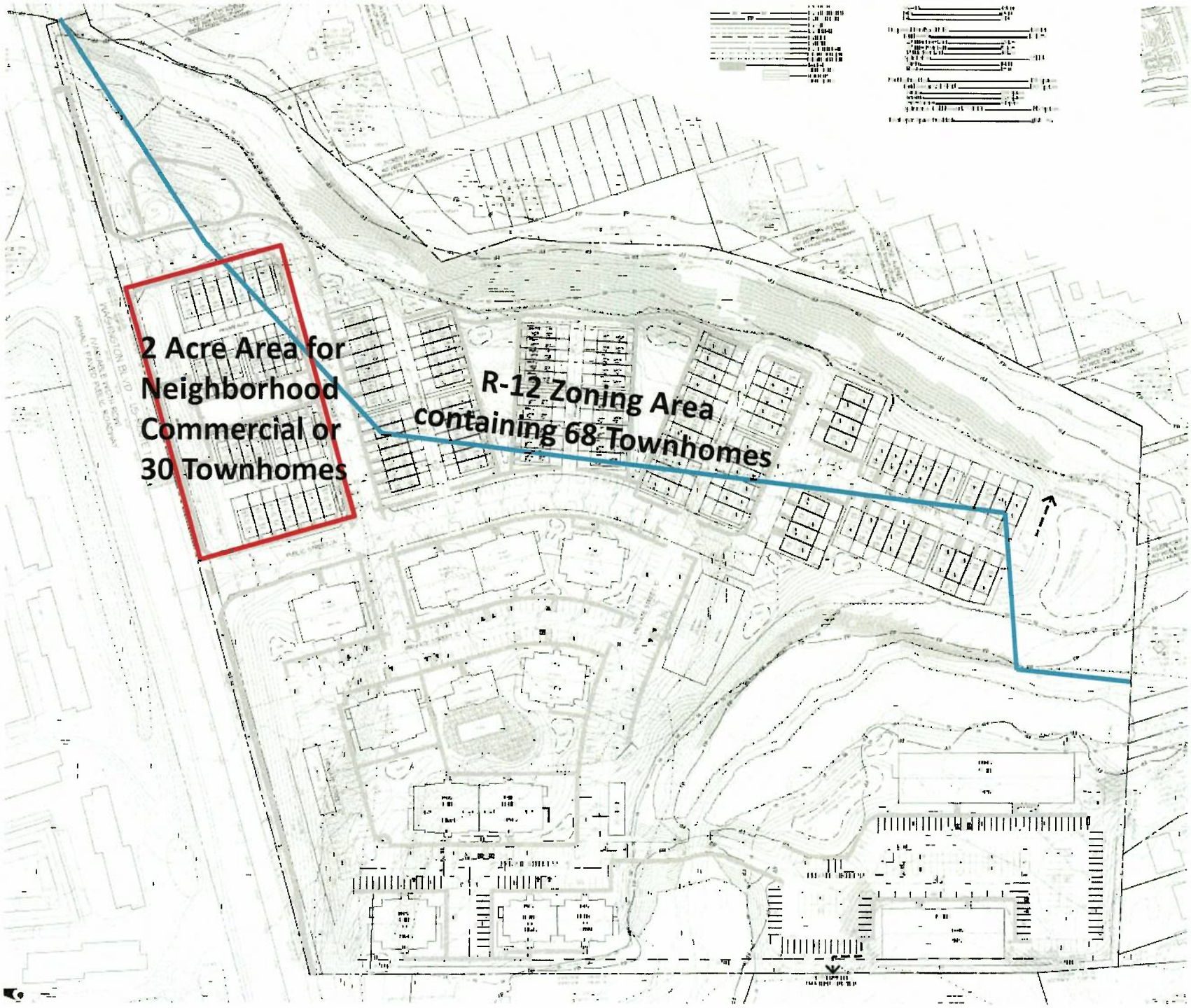
The residential uses will be served by private trash collection and the internal roads to the residential units will be private, both of which will save the County money that it would otherwise have to spend from tax revenues. Howard County's annual property and income tax revenues are greater than the annual operating costs of schools, roads and utilities per new unit as determined by the Fiscal Impact Study prepared by the Department of Planning and Zoning for PlanHoward 2030 dated May 2012 (page 12). More specifically, 30 townhome units produce 0.395 students per new single family attached unit as updated for by HCPSS on 10.20.2017. 11.85 students are expected to be generated from the 30 homes. At a cost of $11,041 per student (as determined by the FY 2018 school budget divided by the number of students), the overall costs for the 30 townhome units is $130,842. There are no extraordinary County facilities or services required by the 30 townhomes.

Conclusion

This analysis demonstrates that the annual County real property tax revenue that a commercial use would generate at this site would be $27,866 and that the residential use of the same area would generate $142,602 in real property tax revenue and local income tax revenue of $56,489 for a total County tax revenue of $199,090. In addition new home construction contributes one time transfer tax, excise tax, recordation and school surcharge revenues. The new home construction costs the county $130,842 for school services to the new children. The net surplus for new homes is $68,248. The residential net surplus is greater than the commercial revenue generated by $40,382. Any smaller budget expense items for fire and rescue, police, county administration, etc. would not be large enough to overcome the $40,382 surplus. Therefore, the net benefit to the county remains greater with the residential use.

Sincerely,

Paul M. Revelle
President
Revellopment, Inc.


2 Acre Area for
Neighborhood
Commercial or
30 Townhomes
R-12 Zoning Area
containing 68 Townhomes

The Traffic Group

A VETERAN-OWNED
SMALL BUSINESS

CORPORATE OFFICE
Baltimore, MD
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

FIELD OFFICE LOCATIONS
Arkansas
Maryland
New York
Texas
Virginia

January 4, 2018

Mr. Jason Van Kirk
Elm Street Development
5074 Dorsey Hall Drive
Suite 205
Ellicott City, Maryland 21042

RECEIVED
JAN 5 2018
By

RE: Roberts Property
Residential Parking Demand Analysis
Howard County, Maryland
Our Job No: 2017-0723

Dear Mr. Van Kirk:

As requested, The Traffic Group, Inc. has conducted a Parking Demand Analysis in conjunction with the proposed residential development of the Roberts Property located along the east side of US 1 in the vicinity of Ducketts Lane in Howard County. The Roberts Property is proposed to be developed with 281 apartment units, 127 Townhomes, and a 2 story 5,600 sq ft Clubhouse that would contain the leasing office on the second level and community space on the lower level. The project is planned to be served by 978 parking spaces.

It is planned that 480 Parking Spaces will be provided for the 127 townhouse units and guests. The 281 apartment units and the Community Building will have 498 parking spaces. The Community Building will be parked at 3.3 spaces per 1,000 sq ft for the upper level and 10 spaces per 1,000 sq ft for the lower level for a total of 38 spaces. This would leave a balance of 460 parking spaces or 1.64 spaces per apartment unit.

The Traffic Group has conducted field observations and analyses at comparable stabilized Howard County projects which have indicated an average peak parking demand of 1.26 spaces per unit and a maximum observed parking demand of 1.47 spaces per unit. Supported by parking ratios at recently approved Howard County projects, it is our opinion that the proposed 1.64 parking spaces per apartment unit to serve the Roberts Property will be more than sufficient to accommodate the projected parking demand for this project, including guest parking. The following sections of this Letter Report will detail the study methodology and the results.

To determine the total projected parking demand for the Roberts Property, parking occupancy counts were collected at six apartment complexes in Howard County. The apartment complexes that were included in the study are as follows:

- Kaiser Park – 132 Units (100% Leased)
- Orchard Meadows – 240 Units (100% Leased)
- Plumtree Apartments – 168 Units (100% Leased)
- Orchard Park – 231 Units (100% Leased)
- Bowling Brook – 366 Units (337 Units Leased)
- Ashbury Courts – 140 Units (123 Units Leased)

The peak parking demand for the apartment units would occur during the early morning hours between midnight and 5 AM. Therefore, The Traffic Group, Inc. conducted parking occupancy counts at the six apartment complexes, three successive days per project, between 1 AM and 3 AM. The first four sites are located along the US 40 corridor and were counted in July of 2013. The final two sites are located along the US 1 corridor and were counted in December, 2013.

The total vehicles parked on the lots at these apartment complexes is identified on the Parking Demand Analysis summarized in Table 1.

Reviewing the Parking Demand Analysis, it was determined that the average parking demand was computed to be 1.26 spaces per unit. Reviewing the data shows similar parking occupancy rates (ranging from 1.24 to 1.47 spaces per unit) at five of the six sites. Kaiser Park had a lower occupancy rate at 0.97 spaces per unit. Even if Kaiser Park was eliminated from the analysis, the average peak parking demand would still be only 1.31 parking spaces per unit. The peak parking demand at any one development during any one time was 1.47 occupied parking spaces per unit.

It is interesting to note that the results of the Parking Demand Analysis are similar to the results of a study conducted at four apartment complexes in Howard County in 2005. During that study, the average parking demand was identified to be 1.31 spaces per unit and the maximum observed parking demand was 1.46 spaces per unit. Therefore, although we feel the six sites studied are sufficient, there is additional data from other apartment sites in Howard County that supports the results of the current study.

Although we believe the Parking Demand Studies alone support the fact that 1.64 parking spaces per unit will be sufficient for the Roberts Property, we have also gathered other pertinent data. Howard County has recently approved three other apartment projects with parking ratios lower than the 1.64 spaces per unit proposed for the Roberts Property. Table 2 provides the information for those three projects.

Given the information contained in this letter, including actual parking demand counts from six apartment complexes in Howard County, and data concerning three recently approved apartment complexes in Howard County with parking ratios lower than proposed at Roberts Property, it is our opinion that the proposed 1.64 parking spaces per apartment unit for the Roberts Property will be sufficient to accommodate the parking demand for this project, including guest parking. Specifically, the 1.64 spaces per apartment unit proposed, exceeds the average demand ratio of 1.26 spaces per unit at the other apartment sites counted in Howard

County, and exceeds the maximum observed rate of 1.47 spaces per unit at any of these facilities. It also exceeds parking ratios approved by Howard County for other comparable apartment communities.

Based on discussions with representatives of Elm Street Development, the 1.64 spaces per apartment unit exceed the parking ratio that exists at many other developments presently owned by Elm Street.

Combining the parking being provided for the Community Building (38 spaces) and the number of spaces being provided for the apartment component at 1.64 spaces per unit (460 spaces) results in 1.78 spaces per unit which confirms that the 1.75 spaces which is being requested for these uses combined, would be adequate.

Based on the above information it is our opinion that the provision of 978 parking spaces for the Roberts Property includes the maximum demand for the apartment component of this project.

If you have any questions or need additional information, please contact me.

Sincerely,

Glenn Cook

Glenn E. Cook
Senior Vice President

GEC:mlj

(F:\2017\2017-0723_RobertsProperty\DOCS\REPORTS\Ltr Rpt _Residential Parking Demand Analysis_VanKirk.docx)

TABLE 1
Howard County Apartment
Parking Demand Analysis

LOCATION	DAY OF THE WEEK			
	Monday [1/] (Sunday Night) 7/22/13	Tuesday [1/] (Monday Night) 7/23/13	Wednesday [1/] (Monday Night) 7/24/13	Average Peak Demand
Kaiser Park Apartments 8120 Randolph Way Ellicott City, MD 21043 Total Units=119 [2/] Occupied Parking Spaces	112	122	113	116
Parking Rate: spaces/unit	0.94	1.03	0.95	0.97
Orchard Meadows 3421 Sonia Trail Ellicott City, MD 21043 Total Units=240 Occupied Parking Spaces [3/]	302	306	299	302
Parking Rate: spaces/unit	1.26	1.28	1.25	1.26
Plum Tree Apartments 3463 Plumtree Drive Ellicott City, MD 21042 Total Units=168 Occupied Parking Spaces	195	213	205	204
Parking Rate: spaces/unit	1.16	1.27	1.22	1.22
Orchard Park Apartments 3113 Pine Orchard Lane Ellicott City, MD 21042 Total Units=231 Occupied Parking Spaces [3/]	302	317	333	317
Parking Rate: spaces/unit	1.31	1.37	1.44	1.37
LOCATION	**DAY OF THE WEEK**			
	Wednesday [1/] (Tuesday Night) 12/11/13	Thursday [1/] (Wednesday Night) 12/12/13	Friday [1/] (Thursday Night) 12/13/13	Average Peak Demand
Bowling Brook 9000 Stebbing Way Laurel, MD 20723 Total Units=366 (337 leased) Occupied Parking Spaces	495	491	497	494
Parking Rate: spaces/unit	1.47	1.46	1.47	1.47
Ashbury Courts 10095 Washington Blvd Laurel, MD 20723 Total Units=140 (123 Leased) Occupied Parking Spaces	149	153	155	152
Parking Rate: spaces/unit	1.21	1.24	1.26	1.24
AVERAGE PARKING RATES FOR 6 SITES spaces/occupied unit	***1.23***	***1.28***	***1.27***	***1.26***

[1/] Counts taken between 1 AM and 3 AM.
[2/] Excludes units in building next to townhomes as parking could not be distinguished between the apartments and townhomes.
[3/] Includes on-street parking

(M:\Proposals\2016\2016-0622_Oxford Square ApartmentsP\DOCS\REPORTS\Table 1_Howard County_Parking Demand Analysis.docM:\Proposals\2016\2016-0622_Oxford Square ApartmentsP\DOCS\REPORTS\Table 1_Howard County_Parking Demand Analysis.doc)

1/ Counts taken between 1 AM and 3 AM.

2/ Excludes units in building next to townhomes as parking could not be distinguished between the apartments and townhomes.

3/ Includes on-street parking

(M:\Proposals\2016\2016-0622_Oxford Square ApartmentsP\DOCS\REPORTS\Table 1_Howard County_Parking Demand Analysis.docM:\Proposals\2016\2016-0622_Oxford Square ApartmentsP\DOCS\REPORTS\Table 1_Howard County_Parking Demand Analysis.doc)

TABLE 2

Howard County Apartment Projects–Recent Approved Comparable Parking Ratios

Project Name	Location	Number of Units	Parking Spaces	Parking Ratio (Spaces/Unit)	Comments
Savage MARC TOD	Howard County, MD	418	640	1.53	Howard County SDP-13-048
Howard County Columbia Town Center (Warfield Neighborhood Block W-1, Parcels D-1 and D-2)	Howard County, MD	380	553	1.46	Howard County SDP-13-007
Woodfield – Oxford Square	Howard County, MD	248	390	1.57	Howard County SDP-14-027

MAC/clg/rek
(M:\Proposals\2016\2016-0622_Oxford Square ApartmentsP\DOCS\REPORTS\Table 2_Howard Cty Apt Proj-Recent Appvd Comp Park Ratios.docx)

Howard County
Internal Memorandum

Subject: **Preliminary Evaluation of Robert's Property/Elm Street Development CEF District Proposal**

To: Jen Terrasa Chairperson
Howard County Zoning Board

From: Valdis Lazdins, Director
Department of Planning and Zoning

Date: *September 12, 2017*

As required by Section 121.0.J.3. of the Howard County Zoning Regulations (HCZR), the Department of Planning and Zoning (DPZ) forwards the attached preliminary evaluation of the initial CEF-R (Community Enhancement Floating District – Residential) development proposal for a CAC-CLI, B-1, and R-12 zoned property on Washington Boulevard.

This evaluation is based on a plan and other materials for the proposed CEF-R development submitted to the DPZ June 23, 2017, and a revised concept plan submitted July 19, 2017.

These materials consist of a six-page evaluation of the CEF District approval criteria by Jason S. Van Kirk of Elm Street Development, a CEF Concept Plan titled "Robert's Property for Elm Street Development" (the "Concept Plan"), an existing-conditions plan depicting the improvements on the Property and the area topography, a "Site Layout" plan depicting the types of items stored on the Property, and conceptual elevations of the proposed residential buildings. The evaluation is based on these materials received as of July 19, 2017, and is subject to revisions in the event the Concept Plan is revised.

General Description of Site Location

The site consists of three parcels totaling approximately 34.9 acres located on the south side of Washington Boulevard, southwest of the Ducketts Lane intersection. The site is identified as 6725-6785 Washington Boulevard; Tax Map 38, Parcel 279 (zoned CAC-CLI), Parcel 352 (zoned R-12 with a small area of CAC-CLI), Parcel 847 (zoned CAC-CLI), and a B-1-zoned property with no parcel number that separates all three parcels. Access is from Washington Boulevard, a four-lane Intermediate Arterial.

The northern area of the Property consists of a contractor's storage yard/junkyard use and associated buildings. Most of Parcel 352 and the southern half of Parcel 279 are woods and there is a single-family detached dwelling in the southeastern area of the Property. A tributary stream of Deep Run runs through the southwestern area.

Vicinity-Zoning Map:
Robert's Property/Elm Street Development

NORTH

NOT TO SCALE

Vicinal Properties

Direction	Zoning	Land Use
North	R-A-15 M-1	Multifamily and Industrial/Warehouse
South	R-12	Single Family Attached and Detached
East	R-12	Single Family Attached and Detached
West	CAC-CLI	Multifamily and Industrial/Warehouse

Description of Proposal

The Petitioner proposes to rezone the Property from CAC-CLI, B-1, and R-12 to CEF-R for a 408-unit residential development consisting of 280 multi-family dwellings and 128 townhouses. The 280 multi-family dwellings will be located within 11 buildings and the 128 single-family attached townhouses will be located within 27 buildings.

According to the page 3, section B of the Petitioner's narrative, the following community enhancements are proposed:

- Remove all of the debris collected on the property.

- Remediate the recognized environmental conditions on the property while overseen by the Maryland Department of the Environment and provide safe future conditions for the surrounding environment and its residents

- Remove and restrict all auto related uses from the site and permit only uses allowed in the residential zoning districts, B-l, B-2 and POR.

- Remove and restrict all outdoor storage uses from the site.

- Provide sidewalks, traffic improvements, public open space areas and seating along Route 1, as well as pedestrian connections to surrounding properties when not constrained by natural barriers.

- Improve the real estate values of the surrounding community through the beautification of the Route 1 corridor by removing incompatible uses and developing mixed residential with extensive frontage landscaping.

- Stream bank improvements to remediate and protect against further erosion of banks and under significant trees.

Evaluation of petition according to Section 121.0.J. of the Zoning Regulations (Procedure for the creation of a CEF District)

Section 121.0.J.2 of the HCZR, states that, "Prior to preparing a specific plan and submitting an application for a CEF District, the petitioner is required to meet with the Department of Planning and Zoning to discuss the overall concept for the intended CEF District and its relationship to the purpose of the CEF District." Further, Section 121.0.J.2.b.7 requires DPZ to evaluate the proposal and determine if it potentially meets the objectives of the CEF District, based on this meeting.

The Elm Street Development Team met with DPZ on two occasions to discuss the proposed CEF-R concept plan.

DPZ concluded that the quality of the site design shown in the revised concept plan met the objectives of the CEF-R district, as described in the purpose statement. DPZ further evaluated the concept plan according to Section 121.0.J.2.b.7 as described below.

The proposed CEF District shall meet the criteria of the purpose statement.

The Community Enhancement Floating (CEF) District is established to encourage the creative development and redevelopment of commercial and residential properties through flexible zoning so that the proposed development complements and enhances the surrounding uses and creates a more coherent, connected development.

The CEF District is intended to:

A. Allow greater design flexibility and a broader range of development alternatives than the existing zoning district.

The Property is currently divided into three zoning districts (R-12 B-1, and CAC-CLI). These districts differ significantly in permitted land uses/bulk regulations, which hinders cohesive redevelopment of the Property. The CAC-CLI area allows multi-family dwelling units, while the R-12 area only allows single-family detached lots. Additionally, the B-1-zoned area of the

Property is unlikely to be developed as commercial due to the odd shape and narrow width. Furthermore, the Property is constrained with steep slopes, streams, and environmental features that cross zoning district boundary lines. The CEF proposal will permit a unified development under a single zoning district and allow flexibility to comprehensively remediate environmental features.

B. Provide features and enhancements which are beneficial to the community in accordance with Section 121.0.G.

The Petitioner proposes the following Community Enhancements:

- Remove all of the debris collected on the property.
- Remediate the recognized environmental conditions on the property while overseen by the Maryland Department of the Environment and provide safe future conditions for the surrounding environment and its residents
- Remove and restrict all auto related uses from the site and permit only uses allowed in the residential zoning districts, B-l, B-2 and POR.
- Remove and restrict all outdoor storage uses from the site.
- Provide sidewalks, traffic improvements, public open space areas and seating along Route 1, as well as pedestrian connections to surrounding properties when not constrained by natural barriers.
- Improve the real estate values of the surrounding community through the beautification of the Route 1 corridor by removing incompatible uses and developing mixed residential with extensive frontage landscaping.
- Stream bank improvements to remediate and protect against further erosion of banks and under significant trees.

Section 121.0.G of the HCZR requires one of the following enhancements:

1. Community parks or gathering spaces, playgrounds, dog parks, or recreation facilities that are open to the general public;
2. Enhanced environmental open space which incorporates environmental restoration of streams, wetlands or forests, or enhanced landscaping;
3. Bicycle, pedestrian or transit improvements which provide connections to off-site destinations or bicycle, pedestrian or transit facilities; or
4. Other community enhancements identified on the Development Concept Plan.

The remediation and enhancement of the stream banks/environmental features, public open space along Route 1, and overall site clean-up complies with options 1, 2, 3, and 4 in Sec. 121.0.G. However, during detailed plan review, the Petitioner should consult with State Highway Administration and DPZ's Engineering Division to determine the appropriate Route 1 right-of-way dimensions. If greater width is required, this may necessitate some design changes.

C. Provide a higher quality of site design and amenities than is possible to achieve under the standard provisions of existing zoning district requirements.

The proposed consolidation of three separately zoned properties into a unified development will allow for improved vehicular access and circulation, more efficient preservation/remediation of environmental features, and maximizes the amount of open space on the site. As noted above, the B-1-zoned area is unlikely to be developed as commercial and separates a portion of the CAC-CLI-zoned areas, which reduces the potential for a well-designed development. A single family detached development in the R-12-zoned area would pose an access challenge and would not provide as much open space. The concept plan proposes a well-designed residential community, which conforms to the relatively unusual shape of the Property.

D. Encourage creative architectural design with the most favorable arrangement of site features, based on physical site characteristics and contextual sensitivity to surrounding developments.

The adjoining Properties to the north and west are developed predominantly with multi-family dwellings and industrial/warehouses. The concept plan depicts multi-family buildings adjacent to these developments in the west and north portions of the property.

The adjoining Properties to the south and east are developed predominantly with single family attached and detached dwellings. The concept plan depicts four and five-unit townhouse buildings in the east and south portions of the site. These townhomes will serve as a transition between the single-family attached and detached dwellings in Harwood Park and the multi-family buildings on the Property. Additionally, a proposed 100-foot-wide open space area will separate the development from the Harwood Park single family detached and attached neighborhood.

The buildings consist of masonry/siding materials, pitched roofs, and appropriate fenestration, to blend with the adjacent multifamily and single family residential developments.

E. Serve as a transitional area by providing a mix of uses compatible with the surrounding community or developments.

The Property is located between multifamily and industrial/warehousing uses on the north/west and single family attached and detached dwellings to the south/east. The proposed townhouse and multifamily development will serve as transition between these uses and provide a mix of uses that are compatible with adjacent developments.

F. Encourage aggregation of underutilized properties.

The proposal will consolidate three parcels that contain a large contractor's storage yard/junkyard and significant environmental features, in need of remediation. The proposed development is consistent with the Route 1 Manual's purpose to improve the visual appearance of the corridor's streetscape, enhance the appearance and value of developments in the Route 1 corridor, and achieve better land use and function by using land more intensively and efficiently.

Howard County

Department of Planning and Zoning

Subject: **Planning Board Case No: ZB1116M**
Applicant: Elm Street Development
Petition: To change the current zoning of the subject property from the R-12 (Residential Single), CAC (Corridor Activity Center), and B-1 (Business: Local) zoning districts to the CEF-R(Community Enhancement Floating) zoning district.

To: Division of Zoning Administration and Enforcement
Department of Planning and Zoning

From: Development Engineering Division
Department of Planning and Zoning

Date: December 14, 2017

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By

The Development Engineering Division has reviewed the above referenced petition and has no objection.

Based on an examination of the petition, we offer the following comments:

1. The request appears to have no adverse engineering impact on the adjacent properties.
2. All improvements must comply with current Howard County design criteria.
3. A sewer capacity report shall be required for this project due to the development of this project with commercial and residential uses. This report is required to be submitted prior to a preliminary water and sewer plan.
4. An APFO Traffic Study shall be submitted with the proposed SDP.
5. An Environmental Concept Plan shall be submitted and be approved for the redevelopment of this property to ensure that ESD to the MEP stormwater management requirements are met prior to the submission of a Site Development Plan for this project.
6. A noise study with mitigation shall be submitted with the Site Development Plan for the residential uses proposed along Cedar Lane.
7. A Sight Distance Analysis with an 85th percentile speed study shall be submitted at the Site Development Plan for the access locations to ensure that adequate sight distances can be provided for the redevelopment of the site.

If you have any questions concerning this matter please contact me at extension 2420.

For: Chad Edmondson, P.E., Chief

CE/pmt

cc: James M. Irvin, Director, Department of Public Works
Thomas E. Butler, Department of Public Works
Reading File
File

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Department of Planning and Zoning
Howard County, Maryland
Recommendations/Comments

Date: **December 13, 2017**

Hearing Examiner _____

Planning Board **01/25/18** Board of Appeals _____ Zoning Board _____

Petition No **ZB-1116M** Map No. _____ Block _____ Parcel ____ Lot _____

Petitioner: Elm Street Development/ Roberts Property

Petitioner's Address: _____

Address of Property: _____

Return Comments by January 5, 2018 to Public Service and Zoning Administration

Owner: (if other than applicant) _____

Owner's Address: _____

Petition: SEE APPLICATION

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To:

_____ MD Department of Education – Office of Child Care
3300 N. Ridge Road, Ste. 190, EC, MD 21043 (Louis Valenti)
_____ Bureau of Environmental Health
_____ Development Engineering Division
_____ Department of Inspections, Licenses and Permits
X Department of Recreation and Parks
_____ Department of Fire and Rescue Services
_____ State Highway Administration
_____ Sgt. Karen Shinham, Howard County Police Dept.
_____ James Irvin, Department of Public Works
_____ Office on Aging, Terri Hansen (senior assisted living)
_____ Police Dept., Animal Control, Deborah Baracco, (kennels)
_____ Susan Fitzpatrick, Health Dept. (Nursing & Res. Care)
_____ Land Development - (Religious Facility & Age-Restricted Adult Housing)
_____ Housing and Community Development
_____ Resource Conservation Division – Beth Burgess
_____ Route 1 Cases – DCCP – Kristen O'Connor
_____ Telecommunication Towers – (Comm. Dept.)
_____ Division of Transportation – Dave Cookson

COMMENTS:

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SIGNATURE

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Howard County
RECREATION & PARKS

7120 Oakland Mills Road, Columbia, Maryland 21046

John R. Byrd, Director
jbyrd@howardcountymd.gov

Phone: 410-313-4640
www.howardcountymd.gov/rap

Fax: 410-313-1699
Tdd: 410-313-2323

To: Department of Planning and Zoning
From: Director, Department of Recreation and Parks

RECEIVED
JAN 11 2018
By

SUBJECT: Roberts Property
DATE: January 3, 2018
Petition No. ZB-1116M

We have the following advisory comments:

1) Extend the sidewalk from the proposed project southwest along Washington Blvd. (U.S. Route 1) to the intersection of Troy Park Drive.
2) Provide a pedestrian cross-walk crossing Washington Blvd. at the Troy Park Drive intersection.
3) Provide a pedestrian pathway from Washington Blvd. through the proposed project connecting to the proposed road sidewalks and extending to the Harwood Park community, possibly Hawthorne or Glenmore Avenues.
4) Dedicate the forest conservation areas, stream buffers, wetlands and wetland buffers to the Department of Recreation and Parks.
5) Remove all invasive and exotic plant material, replant with native approved species within the area dedicated to the Department of Recreation and Parks.

Reviewed By: Paul Walsky
Paul Walsky
Recreation and Parks
J.M. 1/3/2018
A.R.D.

Approved By:
Director, Department of

A0

Department of Planning and Zoning
Howard County, Maryland
Recommendations/Comments

Date: **December 13, 2017**

Hearing Examiner _____

Planning Board **01/25/18** Board of Appeals _____ Zoning Board _____

Petition No **ZB-1116M** Map No. _____ Block _____ Parcel ____ Lot _____

Petitioner: Elm Street Development/ Roberts Property

Petitioner's Address: _____

Address of Property: _____

Return Comments by January 5, 2018 to Public Service and Zoning Administration

Owner: (if other than applicant) _____

Owner's Address: _____

Petition:. SEE APPLICATION

****

To:

_____ MD Department of Education – Office of Child Care
3300 N. Ridge Road, Ste. 190, EC, MD 21043 (Louis Valenti)
_____ Bureau of Environmental Health
_____ Development Engineering Division
_____ Department of Inspections, Licenses and Permits
_____ Department of Recreation and Parks
_____ Department of Fire and Rescue Services
X State Highway Administration
_____ Sgt. Karen Shinham, Howard County Police Dept.
_____ James Irvin, Department of Public Works
_____ Office on Aging, Terri Hansen (senior assisted living)
_____ Police Dept., Animal Control, Deborah Baracco, (kennels)
_____ Susan Fitzpatrick, Health Dept. (Nursing & Res. Care)
_____ Land Development - (Religious Facility & Age-Restricted Adult Housing)
_____ Housing and Community Development
_____ Resource Conservation Division – Beth Burgess
_____ Route 1 Cases – DCCP – Kristen O'Connor
_____ Telecommunication Towers – (Comm. Dept.)
_____ Division of Transportation – Dave Cookson

COMMENTS:

- MDOT SHA HAS NO OBJECTION TO ZONING AMENDMENT REQUEST.
- ACCESS PERMIT REQUIRED FOR ALL WORK WITHIN R/W.
- TRAFFIC IMPACT STUDY & DESIGN REQUEST FOR SIGNAL CHANGES REQUIRED.
- MDOT SHA HAS FIELDED COMPLAINTS FROM TRUCKING BUSINESS ON NORTH SIDE OF DUCKETTS LANE. THIS PROPOSAL MAY EXACERBATE THE TURNING ISSUES INTO THE TRUCKING BUSINESS. MDOT SHA REQUESTS THE COUNTY TAKE THESE ISSUES INTO CONSIDERATION DURING REVIEW. MDOT SHA WILL NOT FUND ~~AN~~ ANY RELOCATION OF TRUCKING BUSINESS ACCESS, IF DETERMINED TO BE ~~AN~~ REQUIRED.
- ADDITIONAL COMMENTS WILL BE PROVIDED UPON SUBMISSION OF TRAFFIC IMPACT STUDIES & ENGINEERED PLANS.

MDOT-SHA D7

D. SCOTT NEWILL SIGNATURE

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Department of Planning and Zoning
Howard County, Maryland
Recommendations/Comments

Date: **December 13, 2017**

Hearing Examiner _____

Planning Board **01/25/18** Board of Appeals _____ Zoning Board _____

Petition No **ZB-1116M** Map No. _____ Block _____ Parcel ____ Lot _____

Petitioner: Elm Street Development/ Roberts Property

Petitioner's Address: _____

Address of Property: _____

Return Comments by January 5, 2018 to Public Service and Zoning Administration

Owner: (if other than applicant) _____

Owner's Address: _____

Petition: SEE APPLICATION

****

To:

_____ MD Department of Education – Office of Child Care
3300 N. Ridge Road, Ste. 190, EC, MD 21043 (Louis Valenti)
_____ Bureau of Environmental Health
_____ Development Engineering Division
_____ Department of Inspections, Licenses and Permits
_____ Department of Recreation and Parks
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_____ Police Dept., Animal Control, Deborah Baracco, (kennels)
_____ Susan Fitzpatrick, Health Dept. (Nursing & Res. Care)
_____ Land Development - (Religious Facility & Age-Restricted Adult Housing)
_____ Housing and Community Development
_____ Resource Conservation Division – Beth Burgess
X Route 1 Cases – DCCP – Kristen O'Connor
_____ Telecommunication Towers – (Comm. Dept.)
_____ Division of Transportation – Dave Cookson

COMMENTS:

Please see attached DAP meeting summary and director endorsement for this project along with DCCP memo.

SIGNATURE

1/5/18

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HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350
Voice/Relay

Valdis Lazdins, Director FAX 410-313-3467

Subject: **ZB-1116M Roberts Property CEF Petition**

To: Geoff Goins
Zoning Division

From: Kristin O'Connor KO
Comprehensive and Community Planning Division

Through: George Saliba GS
Comprehensive and Community Planning Division

Date: January 5, 2018

Thank you for the opportunity to review the ZB-1116M Roberts Property CEF Petition submittal. This memorandum provides details from the county's Design Advisory Panel (DAP) review of the project and outlines recommendations made by DAP and supported by DPZ's director as well as responses made by the applicant and/or the applicant's project team. The DAP meeting summary and director endorsement matrix for this project are included as attachments.

Background Information
DAP is responsible for reviewing and providing design advice on new development and redevelopment projects in specified areas and for specified zoning designations as outlined in the County code. DAP reviewed this project at the November 1, 2017 meeting (see attached meeting summary) and made the following recommendations:

1. Review the location of internal streets and drives and site access and consider how best to distribute density relative to the access.

2. Re-evaluate the locations of amenity and green spaces relative to motion number one to enhance these spaces.

3. Re-design the large apartment parking lot to reduce its apparent scale.

4. Enhance the visual termini of all project streets to improve aesthetics.

5. Reflect *Route 1 Manual* requirements for landscape, lighting, and streetscape amenities in the design of the project.

Evaluation
The Planning director endorsed all DAP recommendations along with all applicant responses (see attached DAP Director Endorsement Matrix). This CEF plan has responded to DAP recommendations in the following ways:

- The internal drives and streets have not been modified per the DAP recommendation and density has not been redistributed. The applicant stated in their response to the DAP they did not intend to modify the road layout (see attached DAP Director Endorsement Matrix).

- The locations of amenity and green spaces have not been relocated. Per response to DAP recommendations, the applicant did not intend to relocate amenity spaces (see attached DAP Director Endorsement Matrix).

- Per the DAP recommendation, the large parking lot at the back of the site has been reconfigured and landscaped to reduce apparent scale.

- The applicant has added landscaping but has not made other substantive changes to the street termini (see attached DAP Director Endorsement Matrix).

- Based on review of the CEF plan, minor revisions to the streetscape may be necessary to meet DPZ and SHA requirements for Route1 frontage. Compliance with the *Route 1 Manual* streetscape requirements, including tree zone width, sidewalk/shared-use path, street lights and landscaping requirements, can be reviewed at the SDP phase.

Compared to the plan submitted and reviewed by DAP, the CEF plan has elements have been added or changed and they include:

- Housing: The overall unit count remains at 408 dwelling units but the housing type ratios are different. The CEF Development Concept Plan lists 127 single family attached units and 281 multifamily units. The narrative to the DAP indicated128 single family attached units and 280 multifamily units.

- Parking: The total parking shown on the CEF plan is 978 spaces including 480 townhouse spaces and 498 apartment/clubhouse spaces. The DAP submittal showed a total of 944 spaces including 441 townhouse spaces and 503 apartment/clubhouse spaces.

- Site plan modifications compared to DAP submittal:
  1. the addition of a tot lot in the open space at the northeastern corner of the site.
  2. the addition of an alley connection behind units 31-44;
  3. the addition of new landscaping throughout site;
  4. specific locations of on-street parking and surface parking spaces are shown;
  5. the reconfiguration of apartment buildings and parking lot at the southwest corner;
  6. internal sidewalks and pathways are shown;
  7. the reduction of units in the 28-unit apartment building on street C (formerly a 36-unit apartment building); and
  8. the expansion of units in the 54-unit apartment building at southwest corner (formerly a 45-unit apartment building).

- Route 1 Frontage: The DAP submittal shows a sidewalk along the property frontage with Route 1 and a second sidewalk set farther back. The CEF plan appears to have removed most of the second sidewalk (note: the second sidewalk is not required by the *Route1 Manual*).

- Architecture: The architectural elevations on the CEF plan are consistent with the elevations the DAP reviewed. DCCP notes the DAP, in their discussion with the applicant, was advised by the applicant that townhome elevations are very preliminary whereas the apartment building elevations are more advanced. The DAP strongly encouraged masonry be used on the townhouse elevations visible from Route 1 for both aesthetic and noise attenuation purposes. Townhouse elevations can be reviewed by staff at the SDP phase for consistency with DAP recommendations.

Thank you for the opportunity to comment on this zoning petition. Please contact George Saliba at extension x4364 or at gsaliba@howardcountymd.gov if you have any questions or need additional information.

cc: Amy Gowan

Howard County
Design Advisory Panel DAP

Meeting Summary
November 1, 2017

Attendance

Panel Members:	Don Taylor, Chair Bob Gorman, Vice Chair Hank Alinger (recused for item #17-13) Wei Wei Jia (excused) Julie Wilson Fred Marino Sujit Mishra (excused)
DPZ Staff:	Valdis Lazdins, Kristin O'Connor, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:05 p.m.

2. **Review of Plan #17-12 Waterloo Fire Station, Elkridge, MD**

Owner/Developer:	Howard County, MD
Architect:	Bignell Watkins Hasser Architects, P.C.
Engineer:	Sill Engineering Group, LLC

Background

The 5.7-acre site, zoned M2, is located at 7645 Port Capital Drive. The Waterloo fire station is a 23,750 square-foot regional special operations fire station, designed to LEED silver standards. Site access will be off Port Capital Drive extended, which is part of a separate county road and streetscape project that includes sidewalks and street trees. A stormwater management (SWM) facility is currently under construction adjacent to the fire station site, along the Route 1 frontage, which is also part of a separate Department of Public Works capital project.

Applicant Presentation

The applicant gave a multimedia overview of the project. Howard County will construct a special operations fire station to be utilized for special and standard fire station operations, including truck bays and apparatus. The centralized location off Port Capital Drive allows easy access within the county and also to adjacent counties.

The extension of Port Capital Drive is currently under construction. The state police barracks, located next to the fire station site, will share access to Port Capital Drive extended. There are two parking lots; one for individual vehicles and the other for the fire department apparatus to enter and exit.

The facility includes six apparatus bays, four interior pod bays, and six exterior pod bays. The building is designed to accommodate 26 full time staff with standard living quarters, office space, training areas, dining areas, day rooms, and a patio for outside seating. The facility offers both interior and exterior

training areas. The building elevations are typical of a modern fire house and the architecture accommodates the movement of apparatus. The site plan includes four bio-retention facilities, designed for the 100-year storm, with a variety of landscaping.

Staff Presentation
No written public comments were received in advance of the meeting. This project is located within the Route 1 corridor and is subject to the requirements of the *Route 1 Manual*. Staff requested the DAP evaluate architecture, materials, scale, site layout, landscaping, and hardscaping. Additionally, staff asked the DAP to review the treatment of the SWM facility that fronts Route 1.

DAP Questions and Comments
The DAP noted this is an excellent project and it achieves a high standard of design.

Architecture:
The DAP recommended the color of the gable end, visible on the west elevation, be changed to the color of the brick, for consistency with the rest of the building.

The DAP confirmed with the applicant that no rooftop mechanical equipment will be visible from Route 1.

Amenity Spaces:
The DAP asked if a jogging trail could be added to the site. The applicant responded that there is an existing path located below the site and that a jogging trail could be examined around the fire station.

Site Design:
The DAP asked if there are sidewalks on the property. The applicant noted there are sidewalks along the front of the building, with the connections to Port Capital Drive.

The DAP asked if the outdoor storage area will be screened. The applicant responded that the storage pods are like commercial drop off storage containers. A truck will pick up equipment as needed, from the pods stored along the west building elevation in the pod storage bay, which is not visible from Route 1.

The DAP recommended the building perimeter sidewalk be pulled slightly away from the building to allow for landscaping and outdoor seating.

DAP Motions for Recommendations

DAP Chair Don Taylor made the following motion:

1. Change the color of the visible gable end on the east building elevation, so that it matches the brick. Seconded by DAP member Julie Wilson.

   Vote: 5-0 to approve

   DAP Vice Chair Bob Gorman made the following motion:

2. Add a jogging trail to the site plan. Seconded by DAP Chair Don Taylor.

   Vote: 5-0 to approve

DAP member Hank Alinger made the following motion:

3. Pull the sidewalk away from the building to increase the landscaped areas and usable spaces around the building. Seconded by DAP Vice Chair Bob Gorman.

Vote: 5-0 to approve

3. Review of Plan #17-13 Roberts Property, Elkridge, MD

Owner/Developer: James Edwards Roberts/Elm Street Development
Architect: Lemay Erickson Willcox Architects
Engineer: Gutschick Little & Weber, P.A.

Background
The site, comprised of three parcels zoned CAC, B1, and R12, totaling approximately 35 acres, is located at 6725, 6767, and 6785 Washington Blvd.; north of Route 100. The applicant is proposing 408 housing units with a mix of 128 single-family attached and 280 multi-family units. The townhomes are three stories and vary between 16, 20, and 22 feet wide. The 16-foot wide units are rear loaded, with one garage and one driveway parking space. The 20 and 22-foot-wide units are front loaded, with two garage and two driveway parking spaces. The 280 multifamily units are spread through 14 buildings; ranging from 14 to 45 units each, and consist of one, two, and three-bedroom units.

Applicant Presentation
The applicant gave a multimedia overview of the project. The site has an extensive history of being used for auto salvage and storage, residential uses, and a contractor yard. Adjacent properties include single-family and multi-family neighborhoods, as well as commercial uses. The applicant conducted an environmental assessment and determined that remediation of the site will be required, should the CEF zoning be granted. The site drops between 50' and 80' in elevation from Route 1, depending on the location. Two stream tributaries run through the site and topography and environmental features play a large role in the way the site has to be designed.

The site will be accessed from Route 1 in two locations and some interior streets will be public and others private. Along the Route 1 frontage an acceleration/deceleration lane and streetscape amenities will be installed; consistent with the requirements of the *Route 1 Manual*. The design of the clubhouse and apartment buildings is similar to other projects developed by Elm Street; however, the design of the townhomes is conceptual at this stage, since a builder has not yet been selected. Trash and recycle pick up will be handled privately, with trash and recycle bins for townhomes located in alleys. Apartment trash and recycle areas will be centralized at a single location, with a trash compactor.

Amenities include a clubhouse and pool (open to apartment residents only), sidewalks, crosswalks, walking paths, greenspace, tot lots, and a pedestrian park along Route 1.

Staff Presentation
No written public comments were received in advance of the meeting. The project is located within the *Route 1 Manual* study area and is subject to DAP review and the requirements and recommendations in the *Manual*. Additionally, the applicant is proposing a Community Enhancement Floating (CEF) district. DAP review and recommendations are one step in the CEF petition and the subsequent land development review process.

Route 1 Manual requirements for CEF projects include ROW section and streetscape improvements.

Section 121.0 of the Howard County Zoning Regulations state the CEF District is established to encourage the creative development and redevelopment of commercial and residential properties. This is achieved through flexible zoning, so that the proposed development complements and enhances the surrounding uses and creates a more coherent, connected development.

Staff requested the DAP evaluate the site layout, architecture, amenity spaces, pedestrian and vehicular connectivity, noise mitigation strategies, treatment of the Route 1 frontage, sustainable design elements, and compatibility with surrounding residential neighborhoods.

DAP Questions and Comments
The DAP recognized this site is difficult, due to existing conditions and topography, and commended the applicant for taking on such a challenging effort. The DAP chair stated that the project seems consistent with the objectives of the CEF zone, based on the conceptual design.

Site Design
The DAP asked if the applicant had considered relocating the two 45-unit apartment buildings, at the southern end of the site along with their parking, closer to the front of the site. This would place townhomes where the two apartment buildings are currently proposed. The DAP asked if this might alleviate a long, circuitous drive to the back of the site for apartment residents. The applicant responded that the location of the buildings was determined, in part, by adjacent uses, since apartment buildings are located nearby on neighboring properties. The DAP encouraged the applicant to further study the location and configuration of the residential buildings and recommended breaking up the large parking lot at the southern end of the site if it was determined that the two apartment buildings could not be relocated.

The DAP asked if the applicant had considered relocating the clubhouse at the terminus of the main access drive, instead of locating it partially behind the apartment buildings.

The DAP asked if the applicant had considered a different location for the 36-unit apartment building east of the pool area. Its current location could be a good for a centrally located and visible amenity space.

The DAP noted the access road to Route 1, across from Ducketts Lane, may have queueing issues, since it is the only full movement access into the site. They asked to look at reconfiguring this road, allowing it to hug the edge of the site along the southeast, before making a turn into the site. The applicant responded that they would check on traffic queuing.

Architecture
The DAP noted that since the design of the townhomes is still conceptual, they are not able to provide comments. However, the DAP encouraged the applicant to look at nearby examples of great architecture to help guide the design of the townhomes.

The DAP recommended masonry be used on townhouse facades that would be visible from Route 1, for both aesthetic and noise mitigation purposes. The DAP also recommended that the six parking space garage either be relocated, or appropriately designed if it was determined to be visible from Route 1.

Amenity Spaces
The DAP questioned whether the pedestrian park along Route 1 would be enjoyable, given the roadway noise. They encouraged the applicant to rethink the amenity and green space locations so that they could better serve future residents.

AD
JRL

Department of Planning and Zoning
Howard County, Maryland
Recommendations/Comments

Date: **December 13, 2017**

Hearing Examiner _____

Planning Board **01/25/18** Board of Appeals _____ Zoning Board _____

Petition No **ZB-1116M** Map No. _____ Block _____ Parcel ____ Lot _____

Petitioner: Elm Street Development/ Roberts Property

Petitioner's Address: _____

Address of Property: _____

Return Comments by January 5, 2018 to Public Service and Zoning Administration

Owner: (if other than applicant) _____

Owner's Address: _____

Petition: SEE APPLICATION

****

To:

- ____ MD Department of Education – Office of Child Care 3300 N. Ridge Road, Ste. 190, EC, MD 21043 (Louis Valenti)
- X Bureau of Environmental Health
- X Development Engineering Division
- X Department of Inspections, Licenses and Permits
- X Department of Recreation and Parks
- X Department of Fire and Rescue Services
- X State Highway Administration
- ____ Sgt. Karen Shinham, Howard County Police Dept.
- ____ James Irvin, Department of Public Works
- ____ Office on Aging, Terri Hansen (senior assisted living)
- ____ Police Dept., Animal Control, Deborah Baracco, (kennels)
- ____ Susan Fitzpatrick, Health Dept. (Nursing & Res. Care)
- ____ Land Development - (Religious Facility & Age-Restricted Adult Housing)
- ____ Housing and Community Development
- ____ Resource Conservation Division – Beth Burgess
- X Route 1 Cases – DCCP – Kristen O'Connor
- ____ Telecommunication Towers – (Comm. Dept.)
- X Division of Transportation – Dave Cookson

COMMENTS:
See attachment

Dave Cole

SIGNATURE

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Subject:	**Elm Street Development/Roberts Property ZB-1116M**
Memo To:	Bob Lalush, Zoning Division
Via:	David Cookson, Howard County Office of Transportation
From:	Rashidi Jackson, Howard County Office of Transportation
Date:	January 8, 2018

Overview

The petitioner is proposing to change the current zones of three existing parcels to the Community Enhancement Floating- Residential (CEF). The three existing parcels are currently zoned: R-12 (residential), CAC (Corridor Activity Center), and B-1 (Business Local). The petitioner is proposing to develop 127 of 127 single-family attached units and 281 multi-family units, along with a number of community amenities.

The Office of Transportation will focus its evaluation of the project using criteria from Section 121 of the Howard County Zoning Regulations.

- Section 121.0. (G)(1)- community parks or gathering spaces, playgrounds, dog parks, or recreation facilities that are open to the public;
- Section 121.0. (G)(3)- bicycle, pedestrian or transit improvements which provide connections to off-site destinations or bicycle, pedestrian or transit facilities;

Comments

To satisfy the criteria, the Office of Transportation recommends the following revisions to the plan;

Section 121.0. (G)(1):

1. The petitioner should provide a pedestrian connection from Washington Blvd. through the proposed development to the Harwood Park Community.

Section 121.0. (G)(3):

1. The petitioner should provide a 10' shared use pathway along the entire frontage of the development and also extend the pathway south to the northern leg of Troy Hill Drive, and north to Loudon Avenue to ensure access to offsite destinations. Providing the 10'

shared-use pathway will substitute for the bike improvements as shown in Bike Howard. (See Attachment 1)

2. The petitioner should provide bus stop improvements along Washington Blvd. The Office of Transportation is requesting the petitioner provide 2 bus shelter improvements. The bus shelters should be installed at the intersection of Ducketts Lane & Washington Blvd (See Attachment 1). The bus shelter improvements should consist of the following: providing a bus shelter, bus pad, bench for the shelter, and sidewalk connection. Please contact the Office of Transportation for guidance.

Should the petitioner have any comments, or concerns please contact the Office of Transportation (rjackson@howardcountymd.gov) or 410-313-4312 for guidance.

Attachment 1

ZB-1116M Roberts Property

N

Bus Shelter Improvement Locations ★ Existing Bus Stop Property Line

0 0.01 0.02 0.04 0.06 Miles

ZB-1116M Roberts Property

Attachment 1

N

Proposed 10' Shared Use Path

Property Line

0 0.03 0.06 0.12 0.18 Miles